

**CLAIMS**

1. Convertible (1) with a roof (2) that is movably supported relative to an automobile body, characterized by the fact that the roof (2) can be moved at least nearly horizontally between a closed position, in which a front roof section is supported indirectly or directly on a windshield frame (7), and an intermediate position, in which the mounting connection between the roof (2) and the windshield frame (7) is released and in which the front roof section can be swiveled upward.

2. Convertible (1) with a roof (2) that is rotatably supported on lateral main bearings (8) relative to an automobile body (20), especially in accordance with Claim 1, characterized by the fact that the main bearings (8) can be moved at least nearly horizontally relative to the automobile body (20), and that in the rearwardly displaced position of the roof (2), the front roof section can be swiveled upward about the main bearings (8).

3. Convertible in accordance with Claim 1 or Claim 2, characterized by the fact that the distance (H) of the at least nearly horizontal movement is between two and eight centimeters.

4. Convertible in accordance with any of Claims 1 to 3, characterized by the fact that the front roof section is mounted on the windshield frame (7) without locks, and at least one locking device is assigned to the displaceable main bearings (8).

5. Convertible in accordance with any of Claims 1 to 4, characterized by the fact that a positive-locking connection can be made between the front roof section and the windshield frame (7).

6. Convertible in accordance with Claim 5, characterized by the fact that, for this purpose, pins (10), which are located essentially in the extension direction of the front roof part (5), are assigned to the front roof section and can fit into complementary recesses (11) of the windshield frame (7).

7. Convertible in accordance with Claim 6, characterized by the fact that the pins (10) have a conical shape.

8. Convertible in accordance with any of Claims 1 to 7, characterized by the fact that to open the roof (2), the distance (H) of the at least nearly horizontal displacement in the opposite direction from the direction of travel (F) is limited to a roof position in which the front roof section can swivel freely upward without danger of collision with the

windshield frame (7).

9. Convertible in accordance with any of Claims 1 to 8, characterized by the fact that the translational displacement (H) of the roof and a roof movement that at least includes a rotational component (S) occur in succession.

10. Convertible in accordance with any of Claims 1 to 9, characterized by the fact that the roof (2) comprises several rigid roof parts (3, 5), wherein a rear roof part (3) extends at least between a belt line (L) and a roof part (5) that is located in front of it in the direction of travel (F) and above a passenger compartment, and wherein the rear roof part (3) has a middle section (S5), which, in the closed state of the roof, lies between lateral main posts (S4) and encloses a rear window.

11. Convertible in accordance with Claim 10, characterized by the fact that the main posts (S4), on the one hand, and the middle section (S5), on the other hand, are each separately rotationally connected both with the automobile body (20) and with the upper roof part (5) by joints (S9, S10; S11, S12), which form a multijoint linkage as seen in a side view, and whose pivot axes lie in a common plane (E) in at least one movement position of the roof (2), such that at least one additional support (S25) of the roof part (5) or a roof part (5)

located in front of the rear roof part (3) is provided for supporting the roof part (5) with respect to the automobile body (20) and is active in at least this movement position of the roof (2).

12. Convertible (1) in accordance with Claim 11, characterized by the fact that the multijoint linkage forms a four-bar linkage (S9, S10; S11, S12).

13. Convertible (1) in accordance with Claim 11 or Claim 12, characterized by the fact that the main posts (S4), on the one hand, and the middle section (S5), on the other hand, form parts of an articulated parallelogram.

14. Convertible (1) in accordance with any of Claims 11 to 13, characterized by the fact that during part of the roof opening or closing movement, the main posts (S4), on the one hand, and the middle section (S5), on the other hand, form a multijoint linkage (S9, S10; S11, S12), and during part of the movement, the main posts (S4) and the additional support (S25) form a multijoint linkage (S9, S10; S32, S33).

15. Convertible (1) in accordance with Claim 14, characterized by the fact that during part of the roof opening or closing movement, the main posts (S4), on the one hand, and the middle section (S5), on the other hand, form an articulated

parallelogram, and during part of the movement, the main posts (S4) and the additional support (S25) form an articulated parallelogram.

16. Convertible in accordance with any of Claims 11 to 15, characterized by the fact that the additional support (S25) supports a front roof part (5) or the front roof part (5) with respect to the automobile body (20).

17. Convertible in accordance with any of Claims 11 to 16, characterized by the fact that the support (S25) or each support (S25) is designed as a link that is itself elastic or is elastic in at least one of its connections (S32; S33).

18. Convertible in accordance with any of Claims 11 to 17, characterized by the fact that the articulation (S11) of the middle section (S5) on the automobile body (20) and the articulation (S12) of the middle section (S5) on the upper roof part (5) are each situated above the planes of the respective articulations (S9; S10) of the main post (S4).

19. Convertible in accordance with Claim 18, characterized by the fact that in the open state, the rear window (S6) is held above the main posts (S4).

20. Convertible in accordance with any of Claims 11 to 19, characterized by the fact that the middle section (S5) is formed

as a rear window (S6) essentially over its entire height.

21. Convertible in accordance with any of Claims 11 to 20, characterized by the fact that a panel (S13), which is assigned to the upper roof part (5), is supported in lateral guides in such a way that it can be moved longitudinally.

22. Movable vehicle roof (2) for a convertible (1) in accordance with any of Claims 1 to 21.